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Moscow, Vechernyaya Moskva, 8 Sep 53

A group of river workers from the Lower Irtysh Steamship Line has arrived in Moscow to accept delivery of several 150-horsepower diesel tugboats built at the Moscow Shipbuilding Yard for the Lower Irtysh Steamship Line. In the next few days, the workers will test the new craft on the Moscow River before taking them to the Irtysh River.

The Moscow Shipbuilding Yard has also been building new diesel tugs for the West Siberian Steamship Line.

At present, the yard is building new tugs for service on the Volga River and on the small rivers of the nation.

Moscow, Pravda, 9 Sep 53

The new passenger steamer Vyacheslav Shishkov has arrived in Molotov after a long voyage. The ship was towed across the Sea of Azov; then under its own power, it made the 1,000-kilometer trip along the Don River, through the Volga-Don Canal, along the Volga River, through the Rybinsk and Moscow reservoirs, and through the Moscow Canal to Moscow. There passengers were taken on, and the vessel completed its voyage to Molotov. The S/S Vyacheslav Shishkov will be put into service on the Kama Steamship Line.

Two more ships are under way which are also destined for service on the Kama River -- the Vsevolod Vishnevskiy and the Petr Pavlenko. They are taking on passengers in Stalingrad after passing through the Volga-Don Canal.

Moscow, Komsomol'skaya Pravda, 11 Sep 53

On 10 September, the new passenger ship M/V Voskhod was launched from the Moscow Shipbuilding Yard. The ship will be put into service on the Tsimlyanskaya Reservoir and lower Don River. This is the second of the type completed. The first, the M/V Rassvet, is already in service on the Tsimlyanskaya Reservoir. Each of these vessels has a capacity of 250 passengers.

The third vessel of the series, the Zarya, is being completed now and will be put into service on the Volga-Don Steamship Line.

Baku, Bakinskiy Rabochiy, 6 Sep 53

The M/V Simeiz arrived in the port of Baku recently as the newest addition to the Caspian Sea dry-cargo fleet.

The sister ships of the Simeiz (M/V Ural, M/V Mestkom, and M/V Manych) are already in service on the Caspian Sea. All of these ships came to the Caspian from the Sea of Azov via the Volga-Don Canal.

CONSTRUCTION MATERIAL TRANSPORT -- Moscow, Vodnyy Transport, 3 Oct 53

The transport of construction materials is very important to the Ministry of Maritime and River Fleet, since these materials make up 34.3 percent of all dry cargoes carried during 1953.

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Yet at present, neither quarterly nor monthly plans for construction material shipment are being fulfilled. For the basic commodity cement, the plan for the second quarter was fulfilled by only 86.3 percent; the plan for July, by only 82.7 percent; the plan for August, by only 63.6 percent; and by the middle of September, only 22 percent of that month's plan had been completed.

In plants along the Volga, cement warehouses are filled to overflowing with cement awaiting shipment, but there are not enough ships to handle the task.

VESSELS CITED FOR PLAN FULFILLMENT -- Leningrad, Leningradskaya Pravda, 10 Sep 53

Thirty five vessels of the Northwestern Steamship Line have completed their yearly plans. The tugs Kamyshin, Marshansk, Okhotsk, Buzuluk, and Akademik Zhukovskiy have exceeded the plan.

Ashkhabad, Turkmenkaya Iskra, 6 Sep 53

Many fishing vessels of Turkmenrybakkolkhozsoyuz (Turkmen SSR Union of Fishing Kolkhozes) have successfully completed their yearly plan. Among them were the seiners Voykov, Verkhovnyy Sovet, Geroy Gastello, Gromov, and others.

Moscow, Pravda, 18 Sep 53

The Far Eastern whaling flotilla Aleut has successfully completed the 1953 plan.

The Avangard, Entuziast, and Trudfront were among the vessels which worked in the flotilla during 1953.

Moscow, Vodnyy Transport, 3 Oct 53

The following vessels have completed the 1953 plan:

Volga Freight and Passenger Steamship Line -- S/S Pamyat' Azina (Captain Mikhaylov), S/S Spartak (Captain Napitukhin), and M/V K. Voroshilov (Captain Salapov).

Kama Steamship Line -- S/S Vikhr' (Captain Tokarev).

Belomorsk-Onega Steamship Line -- S/S Medvezh'yegorsk (Captain Kozlov), S/S Kamenka (Captain Polovinkin), Lighter No 8676, and Lighter No 8704.

Moscow-Oka Basin Route Administration -- dredge Moskovsko-Okskiy-6 (Captain Khardikov), dredge Moskovsko-Okskiy No 16 (Captain Shmide), dredge Moskovsko-Okskiy No 13 (Captain Gorlov), and dredge Moskovskiy-Okskiy-2 (Captain Nikishev).

Sheksna Basin Route Administration -- dredge Sheksninskaya-8 (Captain Iatratorov) and dredge Sheksninskaya-5 (Captain Maksimov).

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Moscow, Vodnyy Transport, 8 Oct 53

The following ships have completed the 1953 plan:

Murmansk Arctic Steamship Company -- S/S Kama (Captain Yantsev).

Volga Freight Steamship Line -- S/S Drednout (Captain Tyutnev).

Kama Steamship Line -- S/S Rudokop (Captain Druzhinin).

Sukhona Steamship Line -- S/S Shchors (Captain Kubasov), M/V Komsomolets (Captain Yemel'yanov), M/V A. Matrosov (Captain Strakhov), M/V Tsiklon (Captain Pokrovskiy), and S/S Komsomol (Captain Borodin).

Volga Basin Route Administration -- dredge Volzhskiy-24 (Captain Bukayev).

Northern Basin Route Administration -- dredge Severo-Dvinskiy-4, dredge Severo-Dvinskiy-18, and dredge Severo-Dvinskiy-20.

NEW SERVICES BEGUN -- Moscow, Pravda, 6 Sep 53

The vessel Vstrechnyy has been fitted out as a floating store to serve the fishing fleet in the northern Caspian Sea.

Moscow, Moskovskaya Pravda, 6 Sep 53

The M/V Kuz'ma Minin is in service on the Moscow-Cherepovets run. The ship is operating on a new schedule which allows it to call at all ports on the run in 5 days. The Kuz'ma Minin will stop at ports of call around the entire Rybinsk Reservoir to pick up grain from the kolkhozes for delivery to Moscow. The length of the Moscow-Cherepovets run is 700 kilometers each way.

SOVIET SHIPYARD ACTIVITIES -- Alma-Ata, Kazakhstanskaya Pravda, 6 Sep 53

During 1953, the workers at the Semipalatinsk Ship Repair Yard began to replace riveting with welding for ship repairs. This conversion increased the workers' output four to five times. Whereas a worker could join a 40-50 meter seam by the old methods, with a semiautomatic welder he can do a 150-200 meter seam.

A fully automatic welding machine has also come into use at the yard. With the welding machine (which holds the work on an electromagnetic stand), a 30-35 meter seam can be welded in an hour as opposed to a 3-5 meter seam which can be done in the same time by hand welding, and the quality of the seam is improved by the machine.

Vil'nyus, Sovetskaya Litva, 18 Sep 53

The Kaunas Ship Repair Yard is building heavy-capacity suction dredges, some of which have been put into service in the Neman River.

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